

## OCTOBER 2012 - GROUP TRAFFIC AND CAPACITY STATISTICS

- In October 2012, Group traffic measured in Revenue Passenger Kilometres rose by 3.2 per cent versus October 2011 (up 1.7 per cent on a like for like basis); Group capacity measured in Available Seat Kilometres was up 2.7 per cent (up 0.8 per cent on a like for like basis).
- Taking account of Hurricane Sandy capacity, Group capacity would have risen by 3.4 per cent on an underlying basis.
- Group premium traffic for the month of October grew by 3.2 per cent compared to the previous year, with 3.2 per cent growth in non-premium traffic
- Latest outlook to be provided with Q3 results on November 9<sup>th</sup>.

November 6<sup>th</sup>, 2012

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## STRATEGIC DEVELOPMENTS

British Airways has fully integrated bmi mainline into its operation from the start of the winter season. Terminal changes at Heathrow were implemented and British Airways now flies 20 new routes.

Qatar Airways to join the **oneworld** alliance, with British Airways to sponsor its membership into the alliance.

Certain information included in these statements is forward-looking and involves risks and uncertainties that could cause actual results to differ materially from those expressed or implied by the forward-looking statements. Forward-looking statements include, without limitation, projections relating to results of operations and financial conditions and the Company's plans and objectives for future operations, including, without limitation, discussions of the Company's Business Plan, expected future revenues, financing plans and expected expenditures and divestments. All forward-looking statements in this report are based upon information known to the Company on the date of this report. The Company undertakes no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events or otherwise.

It is not reasonably possible to itemise all of the many factors and specific events that could cause the Company's forward-looking statements to be incorrect or that could otherwise have a material adverse effect on the future operations or results of an airline operating in the global economy. Further information on the primary risks to the Company and its risk management process is given in the Annual Report and Accounts 2011; this document is available on [www.iagshares.com](http://www.iagshares.com).

**Group Performance**<sup>1</sup>

	Month of October				Year to Date			
	2012	2011	Change	Like for like change <sup>2</sup>	2012	2011	Change	Like for like change <sup>2</sup>
<b>Passengers Carried ('000s)</b>	<b>4,901</b>	<b>4,561</b>	<b>7.5%</b>	<b>3.4%</b>	<b>46,394</b>	<b>43,924</b>	<b>5.6%</b>	<b>2.1%</b>
Domestic (UK & Spain)	1,117	931	20.0%		10,201	9,212	10.7%	
Europe	2,124	2,029	4.7%		19,699	19,196	2.6%	
North America	739	724	2.1%		7,252	6,795	6.7%	
Latin America & Caribbean	387	399	-3.0%		3,944	4,001	-1.4%	
Africa, Middle East & S.Asia	398	344	15.7%		3,988	3,437	16.0%	
Asia Pacific	136	134	1.5%		1,310	1,283	2.1%	
<b>Revenue Passenger Km (millions)</b>	<b>15,212</b>	<b>14,738</b>	<b>3.2%</b>	<b>1.7%</b>	<b>149,128</b>	<b>142,160</b>	<b>4.9%</b>	<b>3.2%</b>
Domestic (UK & Spain)	705	585	20.5%		6,458	5,734	12.6%	
Europe	2,615	2,527	3.5%		24,248	23,826	1.8%	
North America	4,996	4,880	2.4%		48,931	45,677	7.1%	
Latin America & Caribbean	3,246	3,310	-1.9%		32,992	32,920	0.2%	
Africa, Middle East & S.Asia	2,285	2,067	10.5%		23,313	20,868	11.7%	
Asia Pacific	1,365	1,369	-0.3%		13,186	13,135	0.4%	
<b>Available Seat Km (millions)</b>	<b>18,887</b>	<b>18,390</b>	<b>2.7%</b>	<b>0.8%</b>	<b>184,436</b>	<b>178,591</b>	<b>3.3%</b>	<b>1.3%</b>
Domestic (UK & Spain)	947	762	24.3%		8,567	7,762	10.4%	
Europe	3,325	3,245	2.5%		31,963	31,594	1.2%	
North America	5,906	5,827	1.4%		58,256	55,635	4.7%	
Latin America & Caribbean	4,012	4,090	-1.9%		38,988	39,564	-1.5%	
Africa, Middle East & S.Asia	3,005	2,746	9.4%		30,223	27,685	9.2%	
Asia Pacific	1,692	1,720	-1.6%		16,439	16,351	0.5%	
<b>Passenger Load Factor (%)</b>	<b>80.5</b>	<b>80.1</b>	<b>+0.4 pts</b>	<b>+0.7 pts</b>	<b>80.9</b>	<b>79.6</b>	<b>+1.3 pts</b>	<b>+1.4 pts</b>
Domestic (UK & Spain)	74.4	76.8	-2.4 pts		75.4	73.9	+1.5 pts	
Europe	78.6	77.9	+0.7 pts		75.9	75.4	+0.5 pts	
North America	84.6	83.7	+0.9 pts		84.0	82.1	+1.9 pts	
Latin America & Caribbean	80.9	80.9	+0.0 pts		84.6	83.2	+1.4 pts	
Africa, Middle East & S.Asia	76.0	75.3	+0.7 pts		77.1	75.4	+1.7 pts	
Asia Pacific	80.7	79.6	+1.1 pts		80.2	80.3	-0.1 pts	
<b>Cargo and Total Capacity (millions)</b>								
Cargo Tonne Km	530	533	-0.6%	-0.9%	5,051	5,093	-0.8%	-1.4%
Total Revenue Tonne Km	1,975	1,928	2.4%		19,266	18,600	3.6%	
Available Tonne Km	2,652	2,591	2.4%		26,032	25,151	3.5%	
Overall Load Factor	74.5	74.4	+0.1 pts	+0.2 pts	74.0	74.0	+0.0 pts	-0.1 pts

**Performance by Airline**

	Month of October				Year to Date			
	2012	2011	Change	Like for like change <sup>2</sup>	2012	2011	Change	Like for like change <sup>2</sup>
<b>IBERIA</b> <sup>3</sup>								
Revenue Passenger Km (millions)	4,267	4,429	-3.7%		42,436	43,529	-2.5%	
Available Seat Km (millions)	5,366	5,403	-0.7%		51,437	53,119	-3.2%	
Cargo Tonne Km (millions)	109	128	-14.8%		972	1,118	-13.1%	
<b>BRITISH AIRWAYS</b> <sup>3</sup>								
Revenue Passenger Km (millions)	10,945	10,308	6.2%	4.0%	106,692	98,631	8.2%	5.7%
Available Seat Km (millions)	13,521	12,988	4.1%	1.4%	132,999	125,473	6.0%	3.3%
Cargo Tonne Km (millions)	421	405	4.0%	3.5%	4,079	3,975	2.6%	1.8%

**Notes:**

<sup>1</sup> Group Performance comprises British Airways (including bmi Mainline, excluding bmibaby) and Iberia (including Iberia Express). Year to Date 2012 includes bmi Mainline from 20 April 2012.

<sup>2</sup> Like for like change compares 2012 IAG, excluding the impact of bmi on British Airways; against the 2011 reported IAG

<sup>3</sup> Iberia Performance includes Iberia Express. British Airways Performance excludes bmibaby